

## COMMERCIAL AVIATION (CONTINUED) : WORLD NEWS

**Survey Replacement**

ROLLASON'S have recently completed an interesting conversion job at their Hanworth workshops—the installation of survey equipment in a D.H. Dragon for Air Travel and Survey Pty., Ltd., of Sydney. The machine is to replace the one which was wrecked at Croydon last March, and it is now ready to be flown out to Australia. The equipment includes special Marconi radio apparatus, Williamson cameras, and a P.B. auto pilot capable of being linked for automatic homing control by radio. There is a fully equipped dark room on board.

Rollason's Hanworth shops, incidentally, are busy servicing several Swallows and making spares for these and other B.A. machines.

**Far Eastern Change?**

THERE is a possibility that K.L.M. may eventually alter their Far Eastern route in order to shorten the overall time taken by the services. The idea is that the new route might be via Madras, Colombo and across the Indian Ocean to Medan—a change which may save as much as two days in the overall time of the journey from Amsterdam to Batavia.

The probability or otherwise of the scheme depends, of course, entirely on the improvements which are made to Ratmalana Aerodrome. In the meantime the Department of Civil Aviation in Ceylon is not ready to consider extensions without definite assurances from the airline operating company or companies concerned. Improvements to the approaches and to the runways are, however, being made.

The Department is also considering the possibilities of a direct air service from Mombasa to Colombo and on to Singapore. This is, of course, virtually the often-discussed reserve air route to the East.

**The Boeing Out Again**

TOWARDS the end of August, as recorded in last week's issue, the Boeing 314 flying-boat reappeared on the second stage of its test programme. The first stage, which involved 250 miles of surface taxiing and the usual take-off and flying tests, showed that the boat was generally satisfactory, but modifications have been made to improve the characteristics in certain respects. Twin rudders, for instance, have replaced the single rudder which was originally fitted, and these lie directly in the slipstream of the two inner airscrews, so that maximum control is available for water manoeuvring. Additionally, the angle of the sponsons has been decreased to improve the lateral stability on the water. It is possible that a central fin will be added to the tail assembly.

This machine is the first of a fleet of six which are being produced by Boeings for Pan American Airways' Pacific and Atlantic services. The second of the series should be out towards the end of this month and the hull of the third is ready to go to the dry dock as soon as this is vacated.

**Pluna Extension**

EARLY last month a Pluna D.H. 86B, flown by the Paraguayan pilot Nudelman, visited Asuncion, partly by way of a survey of the proposed service between Montevideo and Asuncion which may be operated by the company.

Among the passengers on this trip was Group Captain Primrose who was in South America on the British Airways mission there. It is suggested that the new service will be timed to fit in with the British Airways South Atlantic timetable—though this is looking rather far into the future, since British Airways are not likely to be flying across the South Atlantic during the next twelve months. The 86B spent two days at Asuncion, where a number of local notabilities and others were taken for flights over the city.

**A Year in Siam**

THE Aerial Transport Company of Siam last year flew more than 8,000 miles and carried 64 passengers and nearly 36,000 lb. of mail and freight—which, using a fleet consisting only of three D.H. Puss Moths, can be considered as being very good figures. All the scheduled mail services on the Nakorn Rajasma-Nong Khai and Bangkok-Nakorn Panon runs were completed, and there were no forced landings or accidents.

At the annual general meeting, which was held in Bangkok on June 30, the chairman explained that the Director-General of Posts and Telegraphs had asked the company to consider opening two new international air mail lines, one to the north and one to the south of the country. Already the company has agreed to maintain eleven civil aerodromes and two modern bases.

**Empire Route Fares Cut**

IMPERIAL AIRWAYS announce important reductions in fares and freight rates on the routes to India, Malaya, Australia and Hong Kong. They will operate from October 1.

The reductions affect fares to destinations east of Karachi, but fares from all stations west of Karachi to stations affected are adjusted roughly in proportion.

For example, the present London-Singapore single fare, £156, is £26-20 per cent.—above the new rate. While it has not been found possible, state Imperials, to reduce the London-Rome or the London-Alexandria fares, the proportionate reduction reduces the Rome-Singapore fare by £27 and the Alexandria-Singapore fare by £28.

Other reductions, governed by operational and other factors, vary. The return London-Australia fare is down £14, to £274. The single Sydney-London is down £20 (Australian), to £180 (Australian).

Simultaneously, there has been a substantial scaling-down in rates for freight and excess baggage. The freight rate from London to Sydney, for example, is reduced from 23s. 11d. per kilogram to 16s. The rate to Singapore is down 2s. 7d., to 13s.



**ANOTHER GERMAN TWIN:** The new Siebel Fh. 104.A, which is fitted with two Hirth V8 engines, flew on September 1 from Berlin to Croydon, Paris, Rome, Bucharest, Warsaw, Stockholm and back to Berlin in a few minutes more than the twenty-four hours. The machine, in normal commercial form, carries five passengers at a sea level cruising speed of 186 m.p.h. Needless to say, it has a retractable undercarriage and trailing edge flaps. The Fh. 104.A was also the winner of the third Raduno del Littorio held last July.